

Use of Railways in China by the Japanese Forces

The gist of military management of railways
in North China.

(1). The general course of management -

The Army manages to complete the purpose of military operations by the direct utilizing of the railways in North China placing them under our control, for which we direct so as to let every Chinese managing organ of railways carry on the business by themselves, but according to the circumstances we expect to seize or manage a part or most parts of them from the first stages.

(2). The important gist of management -

1. We let the members of every railway understand the spirit of self-command movement in North China and the attitude of our Imperial Army, and make effort to conciliate them suggesting that they should assist us with ease of mind even in case of Imperial Army's actual operation by any chance. (The above measure is put in practice).

2. We endeavor to prevent from the operating materials of railways going away to south owing the policy of absorbing them by Nan-Chin Government, but as for Pei-ning Railway we control it by the dignity of our force if necessary. In case of showing military force, we make the pretext as it if it our self-guard against Nan-chin regime's anti-Japan war preparation and our protection of Pei-ning railway. (This measure is put in practice despatching our gendarmes as from 28th, inst. at the result of the negotiation with Pei-ning.)

3. The scope of military firm seizure in actual operation in North China, and the generally expected judgment whether the confiscation is important or not are shown as follows:

<u>Name of railways</u>	<u>Remarks</u>
1. Pei-ning, whole line	It is enough by a partial man's direction.
2. The northern part from Su-chow in Tsin-pu- railway	Should be pressed by the dignity of military force, it is able to utilize by the assistance of a partial members of the South Manchuria Railway Co.
3. Ping-hang railway (the northern part from the Huang-ho River).	It is necessary to seize and confiscate by the railway squad etc. at the first stage.

<u>Railway</u>	<u>Remarks</u>
4. The whole line of Ping-Sui Railway	It is able to complete the purpose of transportation by the direction of a partial man.
5. The whole line of Kiao-chi Railway	It is able to utilize under present circumstances as it is.
6. The eastern part from Su-chow in La-hai railway	It is necessary to occupy in some chance.
(4). As for every railway we make the preparation for the time after the military operation began, performing the actual and necessary scout for the future - utilizing of all operation materials and the nature of every element of railways. In doing this, it is to commence from Pai-ning railway ahead, and in the next extend the activity to Tsin-pu and Ping-han, and if possible, it will reach Ping-sui, Kiao-chi, and La-hai railways.	
(5). We let the necessary members of the Railway District Commander's Headquarters to be sent from Kwantung Army, the despatched members of South Manchuria Railway Co., and the railway squad practice the military railway business in North China.	
(6). When it is necessary to operate the military force, we make the formation of the Headquarters in railway district of North China stationed army, and arranging the necessary headquarters of stations and the despatched members of South Manchuria Railway Co. together with the railway squad to enlist into the said formation; and actually let them make the military transportation as a matter of course, and if necessary, they also practice the railway management and construction as well as the repairing of the railways. The commissary services along the railways are to be practices by the Headquarters in Railway district of North China Army.	
(7). If our army was forced to solve the matters by the military force, we will complete the above formation in no time, and plan the unity generally according to gist as follows in order to secure firmly the military transportations.	
1. We arrange the Pei-ning Railway to be under our control at the first stage as soon as possible, and make it the main line of the military transportation thereafter.	
2. As to Pei-hung and Tsin-pu lines, we let the air force make bombing and cut into two parts aiming at the bridge on the Huang-ho River and the important places in the southern part from Su-chow of Tsin-pu Railway (except Su-chow) as soon as possible after the military operation began, at the same time without losing chance despatching the military force to the lines of Huang-ho and Su-chow, we secure firmly the free railway communications.	

Even in case of it being impossible to achieve the above plans according to various conditions, we endeavor to secure

firmly the railways of the northern part from Shun-to and Chi-nan.

3. As to Ping-sui Railway, we look after it at first, and following the proceeding of the military operation, prepare to utilize it.

4. Regarding Kiao-chi line, we plan its utilizing by some chance in view of the using of Ching-tao by our reinforcements. And if the Tsing-pu line was cut by enemy we carry the operation materials thereof to the north, or we expect to march into Shan-tung from the direction of Ching-tao by marine route.

5. As to Lu-hai line, we occupy the eastern parts from Su-chow city when we march to same city; as for the west part of above (from Su-chow), we utilize it pretending as if we are checking the Chinese Central Army's marching to north, if it is necessary.

(8). For the sake of military transportations we make effort to utilize the operation materials of China, but as to the important trains that were hitherto operating, we let them succeed their running not to stop the general communications so far as the circumstances allows, except the case of our managing them.

(9). In utilizing every railway, although we endeavor to let Chinese managing organs manage, the tracks should be controlled and directed by the chief of the track maintenance branch offices of the tracks commander with members as few as possible.

It is to be specially so arranged that the railway squads are responsible for the running of trains and the repair of railways near the battlefield.

(10). As to the scope of the management of railways to decide whether it is a partial management or whole, it is to be judged seeing the movement of the employees in the rear services after making the forced running of military trains. But even in the case of our managing them, applying the measure of pacifying, etc., we make effort to let the dispersed men resume to their original places.

(11). For the railway guard, it is to espouse the Chinese military cliques in North China because of that, although the large army is not necessary in case of our opposing being the Nan-chin Army only, there are the need of considerable strong forces as well as the necessity of guarding every bridge and important stations.

(12). This is dispensed with.